

FIRST ANNUAL REPORT

OF THE

DIRECTORS

OF THE

WILLIAMSPORT AND ELMIRA

RAILROAD COMPANY

TO THE STOCKHOLDERS,

Fifth Month (May) 8th, 1856.

PHILADELPHIA:

T. K. AND P. G. COLLINS, PRINTERS.

1856.

OFFICERS OF THE COMPANY.

President,

THOMAS KIMBER, JR.

Secretary and Treasurer,

WILLIAM C. LONGSTRETH.

Managers,

THOMAS KIMBER, JR.,
SAMUEL V. MERRICK,
ISRAEL MORRIS,
ALBERT S. WORRELL,

JOHN TUCKER,
FRANCIS N. BUCK,
CALEB JONES,
ALEXANDER S. DIVEN.

Superintendent,

J. A. REDFIELD.

At an Annual Meeting of the Stockholders of the Williamsport and Elmira Railroad Company, held at their office, 131 Walnut Street, at 12 o'clock noon, 5th month 5, 1856: On motion, Thomas S. Newlin was called to the Chair, and Wm. C. Longstreth appointed Secretary of the meeting.

The following Report of the President and Managers was read; and, on motion of Charles Gibbons, it was approved and ordered to be printed.

The annual election for Managers to serve for the ensuing year was then held. On motion of Thomas T. Lea, Edward M. Davis and Charles Gibbons were appointed tellers, and duly reported that the following ticket was unanimously elected:—

THOMAS KIMBER, JR.,	JOHN TUCKER,
SAMUEL V. MERRICK,	FRANCIS N. BUCK,
ISRAEL MORRIS,	CALEB JONES,
ALBERT S. WORRELL,	ALEXANDER S. DIVEN.

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R E P O R T.

OFFICE OF THE WILLIAMSPORT AND ELMIRA
RAILROAD COMPANY, No. 131 WALNUT STREET.

PHILADELPHIA, 5th mo. 5, 1856.

IN presenting to the Stock and Bondholders of the Company a report of its present condition and prospects, the President and Managers deem it necessary first to give a brief outline of the previous history of this enterprise.

This seems more needful from the changes that have taken place in its management within the past few months; as well as from the fact that no general statement of the kind has ever been made, nor have the annual reports of its progress and condition been published since the road was commenced.

The consequence has been an almost universal ignorance among our citizens and the public, with reference to the whole subject; which has led, we believe, more than any other cause, to a total want of appreciation of the real value of the securities of the Company. These securities being held, until very recently, by comparatively few individuals, and making their appearance but seldom upon the market, it is not generally known that more than three millions of dollars, a great portion of which is owned in this

city, are represented in the bonds and stock of the Williamsport and Elmira Railroad. Nor is it generally appreciated that this road, seventy-eight miles in length, forms, with its connections, by far the most direct and expeditious route to the Northwest and the Lakes (Appendix I.), bringing Philadelphia nearer by several miles, to that great centre of our internal commerce, than the city of New York has been placed by the Erie Railroad, her shortest Northwestern route!

HISTORY OF THE ROAD.

The act of incorporation of the Williamsport and Elmira Railroad Company, is dated the 9th of June, 1832, and authorized a subscription of five thousand shares of fifty dollars each, with power to increase the same to ten thousand shares, at the discretion of the Company.

By an act of Assembly, dated April 15, 1835, the commissioners appointed to open the books for subscription, were empowered to increase the number of shares to sixteen thousand.

But three hundred thousand dollars appear to have been paid up, however, on this subscription, until the date of the State Charter of the United States Bank, February 18, 1836, when the influence of the northern members of the Legislature appears to have been secured in favor of that gigantic institution, by a compulsory subscription of two hundred thousand dollars to the stock of the Williamsport and Elmira Railroad. This sum, with the amount subscribed, and one hundred and fifty thousand dollars borrowed on mortgage,

were expended in the construction of the Road from Williamsport to Ralston, the purchase of land for depots, and the erection of the necessary buildings. This road, however, depending entirely on local trade and travel, and forming no part of any connected route, proved disastrous to all engaged in the enterprise, and soon fell into decay.

Notwithstanding many strenuous efforts to effect a communication with railroads in process of construction, north and south, yet little real progress was made in the matter until the summer of 1849, seventeen years after the date of its charter. This delay was not for want of ample legislative assistance. On the 20th of June, 1839, an act of Assembly (*see Appendix II.*) authorized an addition to the capital stock of four hundred thousand dollars, and conferred unlimited privileges with regard to the borrowing of money on mortgage. Four years later (*see Appendix III.*), a joint resolution of the Legislature bestowed on the Company a drawback of the entire tolls on the West Branch Canal and Susquehanna Division, on all merchandise or passengers brought over the Williamsport and Elmira Road for a term of fifteen years, from the date of its opening, only two years of which have expired at the present time. And perhaps more important than either of these, was a provision inserted in the act of Assembly of 26th of March, 1846 (*see Appendix IV.*), authorizing the New York and Erie Railroad to enter Pennsylvania, by which that Company was bound to extend the utmost facilities both for freight and passengers in its connection with the Williamsport and Elmira Railroad, and limited to the

most reasonable rates of charges on coal and iron, the principal articles of export from this State.

All these advantages failed, however, to sustain the credit of the Company; and its embarrassments yearly increasing, at length rendered necessary a sale of the entire property with all its corporate privileges and franchises.

To effect this, an act of Assembly was passed on the 5th day of April, 1849, providing that

"The proper Court having jurisdiction of the accounts of the sequestrator of the Williamsport and Elmira Railroad, upon proof on oath or affirmation, of so many of the lien creditors as shall hold more than three-fourths of the indebtedness on said liens, that the annual receipts are insufficient to defray the ordinary expenses to keep the road in repair and pay the interest upon the debts due by the Company, and that the said road is in a state of dilapidation, shall order the said sequestrator, or some other suitable person, on giving security to the satisfaction of the said Court for the performance of his duty, to sell the said Railroad and all its franchises and privileges and advantages, in the manner and with the effect, as to notices, acknowledgment of deed, distribution of money, according to priority of lien, and otherwise, provided by law in the case of sheriff's sales of real estate, and the purchaser or purchasers or their associates or vendees, shall be authorized to conduct the affairs of the said Company by such officers or agents as they may deem necessary, and may use the corporate seal, and shall be vested with all the rights, franchises, privileges and advantages, and be subject to all the restrictions, in respect to tolls or otherwise, which the said corporation, or the stockholders before sequestration, possessed, were entitled to, and were subject to under its charter, or any other act of Assembly, free and discharged from all incumbrances.

"Provided, That it shall not be lawful for the purchasers to occupy the ground upon which the Railroad is laid for any other purposes than for the accommodation of the road, according to the charter, and the iron rails now on the road shall not be sold, destroyed or removed, except in the ordinary course of repair, or for the purpose of laying new rails. *And provided also,* That in case the said pur-

chasers, their associates, or vendees shall fail to complete the road so as to connect with the New York and Erie Railroad within five years from the acknowledgment of the deed to them, it shall be lawful for the stockholders to resume the franchises of the corporation, upon payment to the purchasers and their assigns of all money advanced for their purchase and for the completion of the said road, with interest at six per cent. per annum, after deducting therefrom annually all the net receipts of the said road, and in such case the liens and claims of the creditors for all sums unpaid, shall be as valid as if no sale had ever been made."

This sale accordingly took place, and the purchasers became invested with the charter, and franchises, right of way, bridges, and other property of the road, costing about five hundred thousand dollars, for a sum not greatly exceeding the proceeds of the sale of the old iron on the road.

They proceeded to construct the road to Elmira, and for this purpose issued, on the first day of January, 1853, one million dollars of first mortgage bonds of the Company, bearing semi-annual warrants of interest at the rate of 7 per cent. per annum, by authority of an act of the Pennsylvania Legislature, passed April 30, 1850. (*See Appendix V.*)

The whole amount of these bonds was taken at par by the contractors of the road, in expectation of placing them abroad, and retaining a portion of the original stock of the Company as their profit on the transaction.

This calculation would undoubtedly have proved a safe and correct one, and the contractors would have realized an ample reward for their enterprise had not the stringency of the money market at home and abroad, in the years 1853 and 1854, defeated their efforts to negotiate the loan.

The result was that not only these bonds, but those secured by a second mortgage of seven hundred thousand dollars, issued to complete and equip the road, and pay interest on the first mortgage loan as it fell due, were taken necessarily by the same parties at par, each subscriber receiving a portion of stock as a bonus for his subscription to the loan.

It is necessary to go into these details to explain the fact of the bonds being held by so few parties, and so little known on the market. At the time the first loan was originated, the purchasers declined admitting general subscriptions on the same terms, the enterprise being considered an extraordinary speculation; and after the commencement of the financial difficulties alluded to, it became necessary for the original parties to the purchase to go further, in order to protect the investment already made.

This statement will also explain the rumors that have gained currency that large amounts of the Stock were parted with at low rates without sufficient consideration. It is believed by those best informed on such subjects that this mode of financing has proved far more economical than a sale of the bonds of the Company, in the depressed state of such securities, at their market value.

The following letter from Alexander S. Diven, the late President of the Company, goes further into the matter, and asserts that the financing of the Company has cost it little or nothing; and that the actual expense of the work is fairly represented by its outstanding stock and bonds. In other words, that the purchasers of the old road having become the con-

tractors for constructing the extended line, received for the completed work, in stock and bonds, a no greater amount than the principal and interest on a fair actual expenditure would have resulted in, had they commenced the whole road anew.

The high character of the writer for integrity, and his experience as a railroad contractor, are a sufficient guarantee for the statements, and the managers may add their own conviction, after a careful examination by the officers of the Company of all its receipts and expenditures, that every transaction has been conducted with entire correctness, and so far as they can discover, with economy and good judgment.

ELMIRA, N. Y., Feb. 16th, 1856.

To the President of the Williamsport and Elmira Railroad Company.

DEAR SIR:—* * I have been interested in building roads for the last fifteen years—have been familiar with the construction of the great main lines of this State, the Erie, the Central, the Lake Shore, the Great Western, &c.—and I challenge any of these companies to compare the cost of their roads with the Williamsport and Elmira. For the amount of work done in the building of this road, there is no more stock and bonds outstanding than in the roads built with the greatest economy. A comparison of cost of this with any other road will show it to be a cheap road, I am confident.

Of course, the financing cost something, and some bonus was paid for money, but I believe less than in most other cases; and then, as an offset to this, we purchased the old road—twenty-five miles of flat bar road—for about what we sold the old iron, giving us twenty-five miles of graded track and right of way for nothing. The parties building this road were the parties suffering in raising the money, and not the company; and I know that you and your associates are to reap the advantage of our sacrifices. I do not regret your success, though I do our misfortunes. Of one thing be assured—when you shall investigate all the expenditures, and carefully

examine the vouchers, you will be satisfied that every dollar of capital, either in stock or debt, is fairly represented in the work.

Your obedient servant,
A. S. DIVEN.

We also subjoin a letter from Robert Faries, Esq., the Engineer under whose direction the work was originally constructed, and for many years afterwards the President of this company.

His extensive acquaintance with the resources of that portion of our State through which the road passes, and his railway experience, both during his long connection with the Williamsport and Elmira Co., and more recently as Superintendent and Chief Engineer of the Sunbury and Erie Railroad, give great weight to his opinion, and we are prepared to confirm, so far as our knowledge extends, all the statements the letter contains.

WILLIAMSPORT, April 7th, 1856.

DEAR SIR:—You desire my views in relation to the cost of the Williamsport and Elmira Railroad, compared with that of other roads of a similar character that have been constructed within the last three years. Taking all the circumstances into consideration—the high prices of provisions and labor, as well as the increased value of the materials for the superstructure of railroads, and the low figures at which the present company obtained that portion of the road between Williamsport and Ralston, the average cost per mile cannot be considered extravagant. If I have been correctly informed, the whole investment (including seventy-eight miles of road, real estate, land damages and rolling stock) does not exceed \$3,500,000; nor have I the least apprehension but that it will in a very short period of time pay the interest on your bonds, and also pay a handsome dividend on the stock.

For more than twenty years I have been one of the strongest advocates of the Williamsport and Elmira Railroad, as the most im-

portant link in a line of railroad leading north and south, and in particular as one of immense value to the city of Philadelphia.

Its peculiar location is such that it possesses advantages over many other roads. As I have remarked, it is a prominent link in a north and south line. It will also be an important link, in a very short time, in a line leading from the Eastern States to the valley of the Mississippi, that will be shorter than any other line of railroad that can possibly be constructed. Passing, as it does, through the northeastern bituminous coal fields, with abundance of iron ore of a superior quality on a great portion of the distance, great quantities of lumber, and through an agricultural district, the local tonnage thrown upon it must be very considerable, independently of the vast amount of tonnage that must pass over it in the articles of anthracite coal from the Shamokin and Trevorton coal beds, as well as from the southern coal measures, in the vicinity of Nanticoke, on the north branch of the Susquehanna. As soon as the Scranton and Bloomsburg road is completed to Rupert, the tonnage of bituminous coal from Farrandsville or Tangascootack, and the adjacent coal in Clinton, Centre, and Clearfield counties, as well as the iron, in pig, blooms, and bar, from Clinton, Centre, and Blair counties, must swell the business on the Williamsport and Elmira road to such an extent that at no distant day a second track will be required.

The fact that the distance from Elmira to Washington City, via the Williamsport and Elmira Road, the Sunbury and Erie and the Northern Central to Baltimore, and thence to Washington City, is only ten miles more than it is from Elmira to the city of New York via the New York and Erie road, speaks volumes for its being the greatest travelled route between the Southern States and the Lakes.

Surrounded by so many favorable circumstances, it does not require the eye of a prophet to predict a bright future for the Williamsport and Elmira road.

Respectfully, &c.,
ROBT. FARIES.

To the President of the Williamsport and Elmira Railroad Co.

To conclude these estimates of the cost of construction of this important work, the Stockholders are referred to the following letter from Major Morrell,

the eminent engineer to whose care was committed the extension of the road from Ralston to Elmira.

The recent purchases of land around the basins at Williamsport and Elmira, and of the rolling stock and equipment of the road are not included in this estimate of \$40,000 per mile.

ELMIRA, April 26th, 1856.

To the President of the Williamsport and Elmira Railroad Co.

SIR:—The cost of your road, including equipment, &c., is represented by a capital in stock and bonds of \$3,200,000; its length is seventy-eight miles. Included in its cost are two extensive and spacious basins, constructed by your company for the accommodation of its trade, one of which connects with the West Branch Canal at Williamsport, in Pennsylvania, and the other with the Chemung and Junction Canals at Elmira, in New York. Deducting the cost of these basins, the road is represented by a capital of \$40,000 per mile.

Since the introduction of the plan of raising a large part of the money for the construction of roads by the issue of bonds, the cost of all roads thus built is represented by an amount of capital much larger than the money actually expended upon them; but owing to the advantageous terms upon which your road was acquired, after a large expenditure upon its construction by other parties, its just value, when compared with other similar improvements, is, in my judgment, not over represented by the amount of stock and securities constituting its present capital.

It is economically but substantially built, having no temporary structures; its depot accommodations are ample, and its machinery and equipments are of the very first class. It is constructed through a region not unlike that traversed by the road connecting the Lackawanna Coal basin at Scranton with the New York and Erie road at Great Bend. That road, like yours, is a single track one, with grades that render its capacity below that of yours; its construction is nowhere more substantial, while occasional structures of trestle work have been substituted for permanent embankments. Its length is about forty-eight miles, and the cost of its construction and equipment, as officially stated in 1854, is represented by a capital of \$2,737,839, which makes its average cost per mile exceed \$57,000.

The cost of many other roads might be instanced to substantiate the position that the capital representing the property of the Williamsport and Elmira road is not in excess of its relative value, but that of this one has been presented because of its proximity to yours, and of the characteristics of the region traversed by each being very similar.

Respectfully, your ob't servant,
W. H. MORRELL,
C. E.

The road was opened for trade and travel in 1854, but was much crippled by the delays on the connecting division of the Sunbury and Erie Railroad, as well as by the financial difficulties of the Company.

Without dwelling on these difficulties, happily now at an end, it is proper to notice that a large number of new parties, comprising among them some of our most influential merchants and citizens, have become interested within the past few months in the stock and bonds of the Company, having purchased them for permanent investment.

Several new names appear in the list of its Managers, and a change has taken place in the officers of the Company, as well as in the location of its office.

PRESENT POSITION AND PROSPECTS.

HAVING thus shown, from abundant evidence, that the cost of the Williamsport and Elmira road has not exceeded, if it has equalled, the expenditure for similar works of the same character, it remains to examine what are the advantages of its location, and its prospects of future prosperity.

The road from its basin on the West Branch Canal at Williamsport, Pa., to the basin on the Chemung Canal at Elmira, is 78 miles in length, and forms the only perfect connecting link in the chain of railroad and canal transportation and travel in the interior of these two States.

Passing up the Lycoming valley to Ralston, and through the only practicable opening in the mountainous regions of Tioga and Bradford counties, it strikes the New York State line nine miles below Elmira. The country which it traverses is rich in iron ore and bituminous coal, and extensive arrangements have been completed and are in progress for the development of its inexhaustible resources. The coal is entirely free from sulphur, and the iron ore lies in strata of from three to six feet in thickness.*

* Hitherto but little has been done successfully in the manufacture of iron in this region, owing to an ignorance of the mode of

The land on either side of the road is also heavily timbered, and large saw-mills have been erected at various stations, which are capable of producing many millions of feet per annum, and which have already accumulated along the line of road a much greater quantity than its present facilities admit of receiving.

Some of this lumber is transported beyond Williamsport by rail, but most of it at present is accumulated for transshipment at the basin of the Company, on the West Branch Canal, and will thus pay a second toll in the drawback allowed by the State, as before alluded to.

Arrangements are also in contemplation by large shippers in New York State, to send to the Southern markets in this manner. It frequently happens that the price of lumber varies in Baltimore or Philadelphia from the price at Albany quite sufficiently to justify a moderate railroad carriage; the distance being about the same to those cities as to New York from its point of shipment.

The Iron trade that is now passing over this road, from the interior of Pennsylvania to Western New York and the Lakes, although yet in its infancy, is

treating the ore. The latter is often mingled with clay, which requires a process of preparation by exposure to the atmosphere for some months, and afterwards roasting the ore to complete the separation. The Lycoming Iron Company have twice chilled their furnaces by neglecting this simple and inexpensive method of treatment. In England this ore is abundant, and is readily managed; producing a superior quality of iron for toughness and durability. The castings are said to be equal in these respects to ordinary wrought iron.

already of great importance. It is calculated by the dealers, that over fifty thousand tons will be carried over it the coming year—and eventually, a far greater amount. The rolling-mills, forges, and machine-shops of the great West can, in this way, be supplied with far greater expedition, and at less expense, than by the slow and circuitous route by Albany, as has hitherto been the custom. Shipped either by railroad or canal to Williamsport, it is delivered in a few hours at Elmira, Buffalo, or Rochester, or shipped by the Lakes to Chicago or Milwaukie.

But by far the most important interest dependent upon this road, is the vast coal deposit of the Shamokin district. This region, embracing all grades of coal—red ash and white—from the softer free burning varieties, to the hardest anthracite, adapted especially to cupola furnaces, finds its only northern outlet by the Williamsport and Elmira road.

The demand for this article in Western New York and for the lake trade, is absolutely illimitable. The fuel of the country is in great measure consumed, and with the exception of a very inadequate supply from the Scranton Company, no anthracite coal is accessible to them.

Even should the Wilkesbarre region at any future time co-operate with us in feeding this inexhaustible demand, such a competition would, so far from being undesirable or injurious, be advantageous to all parties. The facilities our road possesses for loading the cars from the breakers, and discharging them into the boats or cars, from the Company's shutes at Elmira, would more than counterbalance any possible difference of expense in the canal navigation; while all

the attention that can be drawn to Elmira as a depot and shipping point for coal, will be to our advantage, there being no danger of overstocking the market.

The following letter from one of the largest and most prominent coal dealers in the Shamokin district, is here introduced, as expressing comprehensively the substance of many such communications:—

LANCASTER COLLIERY, SHAMOKIN, April 26, 1856.

To the President of the Williamsport and Elmira Railroad Company.

DEAR SIR: Your favor of the 24th inst., asking my "views as to the probable extent of the coal trade with Western New York, Canada, &c., from the Shamokin Coal region," is duly received.

As regards this trade spoken of above, which is to be supplied by this region by means of the new channel of communication opened during the past winter, via the Philadelphia and Sunbury, 22 miles to Sunbury—Sunbury and Erie, 40 miles to Williamsport—and the Williamsport and Elmira Railroad, 78 miles to Elmira; in all 138 miles from the mines to point of transhipment, which gives us an outlet for our coal, we consider it to be unlimited in extent, enabling us to send our coal to all parts of Western New York, Canada, and all points on the great Lakes.

By transshipping into railroad cars at Elmira, during the winter season, we can send coal to all the points on the New York and Erie Railroad, and all the branch roads.

During canal navigation we can send to all points on the New York canals and to Buffalo, where it can again be transshipped into large vessels bound for all the Lake ports in the far West, where a great trade will spring up.

A large quantity of coal will be consumed at the salt works of Syracuse and elsewhere; also, in the endless variety of iron manufactures scattered throughout the West, and for use of steam engines and family use. The amount of coal that will be sent over your road this season from this region, will depend entirely upon the motive power and rolling stock that you place upon the road. As I said before, the demand for it is unlimited. This region is capable of furnishing any quantity of the article, in all of its varieties,

from the softer free burning kind to the hardest anthracite—both red and white ash varieties.

There are at present in operation ten different collieries, capable of producing about 600,000 tons of coal annually, with four new ones which will be put in operation this season, and room for a great many more, which will be opened whenever the market needs them.

The coal mostly lies above water level, and is easy of access, and freer from bone and slate than any of the other anthracite coal regions.

Yours, respectfully,

CHAS. W. PEALE.

The Managers believe that, within a year from the delivery of the coal cars and locomotives already ordered, the road will transport from 150,000 to 200,000 tons of coal to Elmira, and have estimated the former amount as the probable quantity of all kinds of coal—anthracite and bituminous—to 31st of 3d mo. (March) 1857.

The rates for coal are \$1.69 per ton, and for iron \$2.34 per ton, from Williamsport to Elmira.

Such are the prospects of the Williamsport and Elmira Road for its local business. But great and important as all these sources of trade and revenue are—enough in themselves to justify the enterprise—yet, as Philadelphians, the managers desire to dwell most especially on its connection with the interests of our city, to which it is destined largely to contribute.

By this road, we are placed six miles nearer to Niagara Bridge or Buffalo, than the Erie Road has placed New York. We have access, on at least equal terms, to the flour markets and wool growing counties

of Western New York,* and to the vast trade which the reciprocity treaty has begotten with Canada. The

* Respecting the importance of this interest to our city, which is the best wool market in the United States, the following extract from a letter of one of the largest wool buyers in Western New York, speaks for itself.

"The counties of Chemung, Schuyler, Tompkins, Steuben, Yates, Alleghany, Cattaraugus, Ontario, Livingston, Wyoming, Genesee, and Chautauque, are now just as accessible to your market as to New York. I shall point out this field only in the one aspect as a wool producing region. To this list might be added the counties of Wayne, Orleans, Niagara, and Erie. But as my familiarity is more particularly confined to the former counties, I shall confine myself to them in my statements. The quantity of wool produced in these counties which goes to market, to speak within bounds, may be set down as follows:—

	Pounds.
Chemung	75,000
Schuyler	70,000
Tompkins	225,000
Steuben	400,000
Yates	200,000
Alleghany	275,000
Cattaraugus	175,000
Ontario	475,000
Livingston	425,000
Wyoming	400,000
Genesee	400,000
Chautauque	350,000
<hr/>	
	3,470,000

You have here an aggregate of three million four hundred and seventy thousand pounds of wool, and I have no doubt but that the other counties I have named would swell this amount to at least four million five hundred thousand. That is to say, so much wool seeks a market, and is as accessible to your own as any other.

The quality of this wool is generally of high breed, and far preferable, both in fibre and condition, to the western wools; particularly

unbounded and various productions of the Great West are equally at our doors; and we may claim our share of the distributing trade in dry goods, groceries, hardware, and other articles in demand among the merchants of our own State and those States bordering on the Lakes, from which we have hitherto been comparatively excluded.

In one article of large consumption in Philadelphia—barley—a considerable trade has already commenced. About 150,000 bushels have been shipped over our road the past year; and arrangements are on foot which it is believed will secure 500,000 bushels the coming season. Philadelphia is the great barley market of the Eastern States, and has hitherto drawn her principal supplies from Albany, the barley having been first shipped thither from Western New York.

There is no reason why the flour of Genesee and Rochester should not pass directly over this route to Philadelphia and Baltimore, for consumption or shipment, as well as the beef, pork, and grain of Chicago and the West. A glance at the map of our far Western railroads will show an unvarying uniformity of direction. Nearly all the most profitable roads are

in its advantage noticed in lightness of fleece and in color. It will fill an intermediate space between your western wools and your own Washington County made. I have a right to speak with some confidence on this subject, for the house with which I am now connected purchased four hundred thousand pounds of fleece wool since last shearing, and this is scarcely above the average of its purchases for nearly twenty years.

I have ventured upon nothing more than the patent facts, which any one familiar with the subject might as well have noticed; all inferences from these facts your shrewd business men may draw as they like."

those which point straight for the Lakes, and generally towards Milwaukee or Chicago.

The reason of this is obvious, and must always continue in force. The grain and produce which constitute at once the wealth and the commerce of the West, will not bear the high rates of railroad transportation through the interior to the Eastern cities. Being produced but once a year, and the demand being constant, and, under ordinary circumstances, uniform, it is seldom that time is much of an object in their shipment compared with the cheapness of transportation.

Hence they are forwarded to the nearest lake port, and from thence to Buffalo, or some other point, to be transshipped by the Erie Canal or the Erie and Central Railroad to the East, for consumption or export. It is this trade which more than any other one cause has built up the city of New York—made it the greatest shipping port of the Union—and so drawn capital and trade abroad in return, which react again on its prosperity.

Philadelphia once stood side by side with New York in her shipping, and she might at least regain a portion of what she has lost, by turning attention to the opportunity now open to her, for securing a share of the Lake trade.

The present route to Elmira is by the Reading Road to Port Clinton, from thence by the Little Schuylkill, Catawissa, and Sunbury and Erie Roads to Williamsport, where our road commences.

By the first of the year it is expected that the Northern Central Road will be open from Harris-

burg to Sunbury; and by the first of fourth month (April) next, the Reading and Lebanon Valley Road will connect with it.

There will then be open from Philadelphia to Williamsport three routes, all about equally direct and convenient; the present road by the Little Schuylkill and Catawissa—or taking at Reading the Lebanon Valley connection to the Northern Central Road, and so by the Sunbury and Erie to Williamsport—or leaving Philadelphia by the Lancaster and Harrisburg route, and taking the Northern Central at the latter city for Sunbury; and to Williamsport by the Sunbury and Erie as before.

This completion of the Northern Central Road will open another great avenue to trade and travel over our road in the Baltimore connection, second only in importance to the Philadelphia outlet. In some respects it is even more valuable. The Southern travel to Niagara Falls and the Lakes will naturally take this route up the Valley of the Susquehanna, and through the beautiful scenery of Pennsylvania, to Elmira, reaching Canandaigua by almost a straight line from Baltimore. In fact the latter city is nearer to Niagara and the Lakes, by this connection, than New York is; and in a very short time the whole tide of Southern travel to the Lakes and the Falls must set in this direction; both in consideration of the great saving in time and expense and the superior attractions of the route.

The present officers of the Company entered upon their duties about the first of the year, and their primary object was to ascertain the precise condition of

its affairs. After a laborious and rigid examination, both of the books at Philadelphia and the accounts at Elmira, they feel bound to bear testimony to the scrupulous accuracy with which the accounts of the Company have been kept by its able Treasurer, William D. Lewis, of this city, the President of the Catawissa Company; and the fidelity with which the affairs of the Company have been administered by the late President, Alexander S. Diven, of Elmira.

It was the fortune of these gentlemen and their associates, to originate and carry on this enterprise, with inadequate means, at a period of great financial difficulty over the country generally. The best proof of their ability and good faith is found in the fact that the stockholders now have at a reasonable cost a finished road, free from any debt along its line, for construction or supplies; and with the universal good-will of the community in its neighborhood.

Owing, however, to the causes above alluded to, and not to any want of exertion on the part of its officers, the affairs of the Company became somewhat embarrassed, and it was obliged to demand an extension of two years on a portion of its debt; placing as collateral the bonds and stock of the Company with the holders of its obligations.

Although the time of this extension has yet a year to expire, more than one-half the original debt so extended has been liquidated and paid off; and the remainder will be punctually met at or before its maturity.

The Board of Managers, under its present organization, believing that the maintenance of the credit of the Company was of primary importance, and that

the trade of the road would warrant the future continuance of its regular interest payments, authorized the punctual liquidation of the coupons of the first and second mortgage bonds, which fell due since the first of the present year, from any funds in the hands of the treasurer; and about forty thousand dollars have been paid on these accounts to the date of this report, besides the punctual payment of all the obligations of the Company.

To develop adequately the business of the road, and to secure the benefits of the investment already made, the Managers concluded to order a large amount of rolling stock and machinery; and to authorize a loan for the payment of the same, as well as for the liquidation of the past indebtedness of the Company. To effect this, a sum of three hundred and fifty thousand dollars was required, and a loan to that amount directed to be raised, at an annual interest of ten per cent., the present condition of the money market hardly rendering it probable that the bonds would be taken at par at a lower rate. Of this loan two hundred and fifty thousand dollars have been subscribed, including the subscriptions of the contractors for the rolling stock. It is believed that the loan will all be taken at par as required, there being few, if any, investments offering the same return on adequate security.

Owing to the previous embarrassments of the Company, a large amount of floating debt was owing at Elmira and along the line of the road, to contractors and laborers, as well as for the supplies of the Company. The workmen and employees of the road were also two or three months behindhand in their pay.

All these arrears have been promptly paid off, either in cash, or short paper, which now appears among the obligations of the Company. The pay roll has been brought up in cash to the present month, and will hereafter be promptly discharged as soon as the accounts of the month can be made out.

In conclusion, the Managers submit to the stock-holders the following accounts of the business of the road to the close of the fiscal year, 3d mo. (March) 31st, 1856.

Transportation Account.

C.R.

By earnings of the road from its opening in 1854 to the close of the fiscal year, 3d mo. (March) 31st, 1856.

Passenger receipts	.	.	.	\$108,598	44
Freight receipts	.	.	.	93,269	15
				<hr/>	
				201,867	59

DR.

To operating expenses	<hr/>	92,423	90
	<hr/>	109,443	69

Transferred to coupon accounts.

Construction Account.

Cr.

By expenses of construction comprising the entire cost of the road, 82 miles in length (including 4 miles of sidings), right of way, grading, masonry, iron, bridges, depots, stations, engine houses, offices, freight houses, water stations, &c., with all depreciation on stock or bonds parted with or on hand, to be—

\$3,092,735 55

Coupon accounts, 1st and 2d mortgage, to March 31st, 1856,	\$173,945 72
Less balance transportation account	109,443 69
	<hr/>
	\$3,157,237 58
Elmira Basin real estate, &c.,	30,000 00
Williamsport do. do.	15,000 00
	<hr/>
Total construction account March 31st, 1856,	\$3,202,237 58
Locomotive engines	104,981 45
Cars	100,074 89
Real estate	15,840 27
Machine shop at Williamsport	35,000 00
Sundry accounts	6,300 65
	<hr/>
	\$3,464,454 84

Dr.

To capital stock	\$1,500,000 00
First mortgage bonds	1,000,000 00
Second do do	700,000 00
Postponed debt	161,560 15
Guaranteed bonds	31,500 00
Bills payable	299,304 23
	<hr/>
	\$3,692,364 82

Deduct assets on hand at their realizable value, collateral 2d mortgage bonds and stock \$181,560 15

Other stocks and bonds at market value	40,875 00
Cash on hand	6,274 39
	<hr/>
	\$3,464,454 84

Estimated business for the year to third month
(March) 31st, 1857, inclusive:—

Passenger receipts		\$125,000
Freight iron and miscellaneous		125,000
Coal freights, 150,000 tons at \$1.69		253,500
		<hr/>
		\$503,500
Expense working		250,000
		<hr/>
		\$253,500
Int. 1st mortgage	70,000	
do 2d do	49,000	
10 per cent. bonds	35,000	
		<hr/>
		154,000
		<hr/>
		\$99,500

The above is based on a careful estimate of the facilities afforded by the rolling stock and machinery ordered and on hand; and the demand for coal and iron, as calculated by the dealers.

It is believed that the estimate will be realized, and greatly exceeded the following year.

By order of the Board of Managers.

THOMAS KIMBER, JR.,
President.

Philada., 5th Mo. 5th, 1856.

S C H E D U L E

OF

ROLLING STOCK AND FURNITURE ON HAND AND INCLUDED IN
THE FOREGOING STATEMENT.

9	First class Locomotive Engines	\$94,900 00
2	Second " " "	10,081 45
<hr/>		

Cars.

100	4 wheel Coal Cars (five tons)	19,500 00
25	8 wheel " " (ten tons)	9,624 89
3	" Baggage and Express Mail Cars	3,000 00
39	" Platform Cars @ \$500	19,500 00
50	" House "	30,150 00
6	" Passenger " @ \$2250	13,500 00
32	Gravel cars @ \$150	4,800 00
<hr/>		
		100,074 89

In addition to the above, the Managers have ordered the present year for immediate delivery,

5	First class Locomotive Engines
300	Five ton coal cars
100	Platform "
50	House "
2	Passenger "

which will make the whole rolling stock and machinery of the road

14	First class Locomotives
2	Second " "
400	Five ton coal cars
25	ten ton " " 8 wheels
139	8 wheel Platform cars
100	8 " House "
8	8 " Passenger "
3	8 " Baggage "
32	4 " Gravel "

being amply sufficient, with the rolling stock furnished by the connecting roads to accommodate the estimated business.

WILLIAMSPORT AND ELMIRA RAILROAD.

Statement, showing the Classification and Weight of all Property Shipped to Stations on the Williamsport and Elmira Railroad, from Jan. 1, 1855, to March 31, 1856.

	WEIGHT IN POUNDS.			
	Way.	Through.	Northern.	Southern.
Products of the Forest.				
Fur and peltry . . .	1,930	4,495	6,245	180
Boards and scantling	24,785,554		6,687,648	18,097,906
Shingles	217,700		6,500	211,200
Timber	43,100			43,100
Staves		180,000		180,000
Ashes		1,047,700		1,047,700
	25,048,284	1,232,195	6,700,393	19,580,086
Products of Animals.				
Horses	65,200	35,500	19,700	81,000
Live cattle	258,000	17,000	15,500	259,500
Live sheep	90,000	800	400	90,400
Live hogs	60,650		350	60,300
Pork (in the hog) .	50,097		31,672	18,425
Pork	148,327	26,360	18,891	155,796
Beef	69,562	8,360	6,125	71,797
Bacon	54,653	86,661	6,560	134,754
Cheese	63,263	24,821	900	87,184
Butter	449,925	3,166	369,405	83,686
Lard	10,506	300	2,694	8,112
Wool	64,493	208,006	132,154	140,345
Hides	74,402	4,100	51,867	26,635
Poultry	26,357	1,650	25,300	2,707
	1,485,435	416,724	681,518	1,220,641
Of Vegetable Food.				
Oats	275,229	27,853	162,645	140,437
Flour	658,452	2,607,270	339,172	2,926,550
Wheat	600,029	4,875	456,159	148,745
Rye	113,357	34,000	4,968	142,489
Corn	146,439		114,856	31,583
Barley	71,861	649,871	15,307	706,425
Bran and ship stuffs	375,940	6,173,160	336,661	6,212,439
Peas and beans . .	70,334	18,179	4,628	83,876
Potatoes	139,903	10,299	13,687	136,515
Green apples . . .	84,352	981,813	123,851	942,314
Dried fruit. . . .	42,899	34,930	43,152	34,677
	2,578,795	10,542,341	1,615,086	11,506,050

Statement—*continued.*

	WEIGHT IN POUNDS.			
	Way.	Through.	Northern.	Southern.
Other Agricult'l Prod'ts.				
Cotton	743		743	
Tobacco	37,525	8,085	13,221	32,389
Clover and grass seed	149,999	79,387	182,553	46,793
Flax seed	1,630	6,880	1,630	6,880
	189,897	94,352	198,187	86,062
Of Manufactures.				
Railroad iron . . .	677,000		677,000	
Machinery	711,808	116,552	246,433	581,927
Domestic spirits . .	134,486	22,979	38,351	119,114
Leather	71,515	12,447	44,346	39,616
Furniture	57,999	65,746	68,657	55,090
Pig iron	882,489	9,094,080	9,825,849	150,720
Castings	567,837	444,803	666,095	346,545
Domestic woollens .	100	60,532	51,750	8,880
Domestic cottons .	102,570	324,130	423,110	3,590
Salt	756,270	16,025	19,025	753,270
	3,962,164	10,157,294	12,060,706	2,058,752
Of Merchandise.				
For liquors		122,262	122,262	
Dry goods	334,036	1,141,209	1,184,239	291,006
Sugar	432,015	90,116	153,780	368,351
Molasses	236,637	51,129	258,841	28,925
Coffee	99,060	22,149	36,087	85,122
Nails and spikes .	334,510	5,412	307,115	32,807
Iron and steel .	1,401,352	426,781	1,011,251	816,882
Crockery	95,546	39,996	61,726	73,816
Oysters and clams .	1,470	880	2,250	10,000
	2,934,626	1,899,934	3,137,551	1,697,019
Other Articles.				
Ore	5,968,240		1,377,950	4,590,290
Stone, lime and clay	1,365,025		1,179,714	185,311
Gypsum	1,112,280	1,117,595		2,229,875
Mineral coal . . .	8,883,860	10,084,642	12,708,037	6,260,465
Brick	400,480		360,480	40,000
Sundries	1,785,495	3,611,750	2,485,976	2,911,269
	19,515,380	14,813,987	18,112,157	16,217,210

Statement of the Repairs and Miles run of each Locomotive Engine belonging to the Williamsport and Elmira Railroad Company, from January 1, 1855 to March 1, 1856.

Date.	No. 1.			No. 2.			No. 3.			No. 4.			No. 5.			No. 6.			
	Repairs.	Miles.	Repairs.	Miles.	Repairs.	Miles.	Repairs.	Miles.	Repairs.	Miles.	Repairs.	Miles.	Repairs.	Miles.	Repairs.	Miles.	Repairs.	Miles.	
1855.																			
January 6	\$5 20	1,348	\$22 76	623	\$46 41	1,404	\$10 40	2,250	\$33 80	1,560	\$9 18	1,852							
February 17	53	275	59	1,327	39 94	1,560	3 91	1,872	4 57	660	16 79	1,326							
March 34	98	791	14 71	2,184	9 83	2,028	105 68	390	13 69	1,504	3 92	2,006							
April 44	97	1,813	84 42	638	46 26	2,028	31 26	2,103	23 75	1,880	62 43	1,708							
May 61	68	2,984	2 31	1,659	62 78	2,796	88 10	2,196	33 82	2,842	64 20	2,318							
June 226	44	2,939	21 00	1,900	16 31	2,232	62 93	2,964	83 98	3,146	61 27	2,601							
July 77	77	884	32 71	2,340	47 48	3,190	15 28	2,652	34 04	2,329	114 13	2,056							
August 18	09	2,264	196 60	2,028	60 31	3,042	86 92	2,536	21 84	2,808	58 69	2,876							
September 26	73	2,028	26 89	1,794	104 94	871	54 10	2,652	38 08	2,608	79 93	2,295							
October 49	87	2,128	172 12	67 07	4,590	59 43	3,744	20 11	1,699	187 63	2,028								
November 50	65	2,028	405 61	73 84	4,368	27 60	1,662	14 73	2,028	77 96	3,666								
December 75	52	2,028	359 64	780	104 13	3,354	44 16	1,858	81 10	2,816	114 47	2,552							
1856.																			
January 33	36	2,228	561 55	95 26	2,028	85 88	2,212	71 19	3,120										
February 31	82	2,109	305 04	546	114 32	1,898	38 67	1,998	137 72	3,278	75 02	2,886							
Total	\$633	61	25,847	\$2,205 95	15,819	\$888 88	35,389	\$715 32	31,089	\$613 42	32,278	\$1,029 66	33,056						

The following table is appended for the convenience of shippers:—

RATES OF TOLL

ESTABLISHED BY THE CANAL BOARD ON PERSONS AND PROPERTY
TRANSPORTED ON THE NEW YORK STATE CANALS, TO TAKE
EFFECT ON THE OPENING OF NAVIGATION IN 1856.

PROVISIONS, ETC.

	cts. m. fr.
1. On salted beef, butter, tallow, beer, cider, and vinegar, per 1,000 pounds per mile	0 3 0
2. On salted pork, bacon, lard, lard oil, grease, and cheese, per 1,000 pounds per mile	0 1 5
3. On salted fish and fish in brine, per 1,000 pounds per mile .	0 4 0
4. On bran and ship stuffs, and oil cake or oil meal, per 1,000 pounds per mile	0 2 0

IRON, MINERALS, ORES, ETC.

5. On salt manufactured in this State, per 1,000 pounds per mile	0 1 0
6. On foreign salt and barytes per 1,000 pounds per mile	0 5 0
7. On gypsum, the product of this State, per 1,000 pounds per mile	0 1 0
8. On foreign gypsum, per 1,000 pounds per mile	0 3 0
9. On bloom, scrap, and pig iron, broken castings, gas pipes, and water pipes, per 1,000 pounds per mile	0 2 0
10. On sand, lime, clay, earth, manure, pig and smelted copper, per 1,000 pounds per mile	0 1 0
11. On leached ashes, brick, stone for the manufacture of lime, and bones for manure, per 1,000 pounds per mile	0 0 5
12. On pot and pearl ashes, window glass, barilla, and bleaching powders, kelp, soda ash, and copperas, and manganese, per 1,000 pounds per mile	0 4 0
13. On mineral coal, charcoal, and iron ore, per 1,000 pounds per mile	0 0 5
14. On stoves, iron car wheels, and car axles, bed plates for steam engines, plough castings, and all other iron castings, except machines and the parts thereof, per 1,000 pounds per mile	0 3 0
15. On bar and pig lead, going towards tide water, and copper ore, per 1,000 pounds per mile	0 0 5

	cts. m. fr.
16. On stove pipe and furniture for stoves, not cast iron, per 1,000 pounds per mile	0 6 0

FURS, PELTRY, SKINS, ETC.

17. On furs and the skins of animals producing furs, per 1,000 pounds per mile	1 0 0
18. On deer, buffalo, and moose skins, per 1,000 pounds per mile	0 5 0
19. On sheep skins, per 1,000 pounds per mile	0 4 0
20. On green hides of domestic animals of the United States, per 1,000 pounds per mile	0 3 0
21. On imported raw hides of domestic and other animals, per 1,000 pounds per mile	0 5 0

FURNITURE, ETC.

22. On household furniture, accompanied by and actually belonging to families emigrating, per 1,000 pounds per mile	0 3 0
23. On carts, wagons, sleighs, ploughs, and mechanics' tools necessary for the owner's individual use, when accompanied by the owner, emigrating for the purpose of settlement, per 1,000 pounds per mile	0 3 0

STONE, SLATE, ETC.

24. On tile for roofing, and stone ware, per 1,000 pounds per mile	0 4 0
25. On fire-proof cement, and drain tile, per 1,000 pounds per mile	0 2 0
26. 1. On unwrought stone and slate, per 1,000 pounds per mile	0 1 0
2. On all stone wrought or partly wrought, per 1,000 pounds per mile	0 1 5

LUMBER, WOOD, ETC.

27. On timber, squared and round, per cubic feet per mile, if carried in boats	0 4 0
28. On the same, if carried in rafts, per 100 cubic feet per mile	1 0 0
29. On the same, if cleared after the first of June, and arriving at tide water before the 15th of August, inclusive, per 100 cubic feet per mile	0 7 0
30. On lumber carried in boats, when weighed, per 1,000 pounds per mile, viz :—	
1. On white pine, white wood, bass wood, cedar, boards, plank, scantling, staves, and heading, dressed or partly dressed, and all siding, lath, and other sawed stuff, less than one inch thick, carried in boats (except such as is enumerated in rates numbers 32 and 41)	0 1 5
2. On oak, hickory, beech, sycamore, black walnut, and butternut	0 1 0
3. On spruce, maple, ash, elm, fir, tamarack, and yew	0 1 2
4. On cherry	0 1 4
5. On hemlock	0 0 6

		cts.	m.	fr.
6.	On sawed timber, reduced to inch measure, all kinds of red cedar, cedar posts, estimating that a cord, after deducting for openings, will contain one thousand feet, per 1,000 feet per mile, when not weighed	0	4	0
7.	On hemlock, per 1,000 feet per mile, when not weighed	0	2	5
8.	On sub. 6 and 7, if transported in rafts, per 1,000 feet per mile	2	5	0
9.	On saw-dust, per 1,000 pounds per mile	0	0	5
31.	On mahogany (except veneering), reduced to inch measure, per 1,000 feet per mile	1	5	0
32.	On sawed lath, of less than ten feet in length, split lath, hoop poles, handspikes, rowing oars, broom handles, spokes, hubs, tree-nails, fellies, boat knees, plane stocks, pickets for fences, and stuff manufactured or partly manufactured for boxes, chairs or bedsteads, hop poles, brush handles, brush backs, looking glass backs, gun stocks, plough beams, plough handles, per 1,000 pounds per mile	0	2	0
33.	On staves and heading, undressed, empty barrels and casks, ship knees, transported in boats, per 1,000 pounds per mile	0	1	0
34.	On the same, if transported in rafts, per 1,000 pounds per mile	0	5	0
35.	On shingles, carried in boats, per 1,000 pounds per mile	0	1	5
36.	On the same, if conveyed in rafts, per M. per mile	0	4	0
37.	On split posts (not exceeding ten feet in length), and rails for fences (not exceeding 14 feet in length), per M. per mile, carried in boats	2	0	0
38.	On the same, if conveyed in rafts, per M. per mile	8	0	0
39.	On wood for fuel (except such as may be used in the manufacture of salt, which shall be exempt from toll), and tan bark, per cord per mile	0	5	0
40.	On the same, if transported in rafts, per cord per mile	2	0	0
41.	On sawed stuff for window blinds, not exceeding one-fourth of an inch in thickness, and window sashes and blinds, per 1,000 pounds per mile	0	6	0

AGRICULTURAL PRODUCTS, ETC.

42.	On domestic distilled spirits, going towards tide water, per 1,000 pounds per mile	0	3	0
43.	On wool, per 1,000 pounds per mile	0	4	0
44.	On cotton, per 1,000 pounds per mile	0	1	0
45.	On live cattle, sheep, hogs, horns, hoofs, and bones, per 1,000 pounds per mile	0	2	0
46.	On horses (except those used exclusively for towing boats or other floats), per 1,000 pounds per mile	0	3	0

	cts.	m.	fr.
47. On horses used exclusively for towing boats or other floats, exempt from toll.			
48. On rags and junk, per 1,000 pounds per mile	0	3	0
49. On manilla, per 1,000 pounds per mile	0	4	0
50. On hemp and tobacco, going towards tide water, per 1,000 pounds per mile	0	1	0
51. On tobacco, going from tide water, per 1,000 pounds per mile	0	4	0
52. On pressed broom corn, per 1,000 pounds per mile	0	2	0
53. On pressed hay and pressed straw, per 1,000 pounds per mile	0	1	0
54. On corn, corn meal, and oats, per 1,000 pounds per mile	0	2	0
55. On wheat, flour, barley, rye, peas, and beans, per 1,000 pounds per mile	0	3	0
56. On flour starting and going from tide water, per 1,000 pounds per mile	0	1	0
57. On potatoes, apples, onions, turnips, all other esculent roots, and ice, per 1,000 pounds per mile	0	1	0
58. On all other agricultural productions of the United States, not particularly specified, per 1,000 pounds per mile	0	4	0

MERCHANDISE.

59. On veneering, per 1,000 pounds per mile.	0	8	0
60. On sugar, molasses, coffee, iron in bars, bundles and sheets, steel, nail rods, boiler iron, nails and spikes, horse shoes, crockery and glass ware, tin, rosin, tar, pitch, turpentine, oil, anchors, chain cables, oakum, mineral water, oysters, and clams, dyewoods, and all other merchandise not enumerated, per 1,000 pounds per mile	0	4	0
61. On railroad iron and railroad chairs, per 1,000 pounds per mile	0	1	5
62. On thrashing, mowing, and reaping machines, fanning mills, ploughs, harrows, and drill harrows, per 1,000 pounds per mile	0	4	0

ARTICLES NOT ENUMERATED.

63. On all articles not enumerated or excepted, per 1,000 pounds per mile	0	4	0
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BOATS AND PASSENGERS.

64. On boats <i>used chiefly</i> for the transportation of persons navigating the canals, per mile	4	0	0
65. On the same, if they elect to commute for tolls upon passengers, per mile.	3	0	0
66. On boats <i>used chiefly</i> for the transportation of property, per mile	2	0	0
67. On the same, if they elect to commute for tolls upon passengers, per mile	2	3	0
68. On all persons over ten years of age, per mile	0	0	5

A P P E N D I X .

I.

THE original estimates of the character and extent of the advantages of this route may be seen in the following report. They have since been more than realized in all respects; save happily in any opportunity for displaying its capacities of co-operation in Major Bache's more professional engagements :—

R E P O R T

Of Major H. Bache, Topographical Engineer, on the survey of the Williamsport and Elmira Railroad—1833.

LIEUT. COL. J. J. ABERT,
Topographical Bureau.

SIR: The following report of the preliminary survey for a railroad from Williamsport, Pennsylvania, to Elmira, in the State of New York, is submitted, in compliance with the instructions of the Bureau, under date of the 5th of August, 1832, accompanied by a general map of the country, and sheet maps, numbering from 1 to 7 inclusive, exhibiting the topography and profile of the route.

The proposed road contemplates a connection between the internal improvements of the States of Pennsylvania and New York, by uniting the Pennsylvania Canal, at Williamsport, with the Chemung Canal, at Elmira, and seems destined to become one of the most important lines in the net of internal communication which is in progress of being spread out over the face of the country. On its completion, in connection with the canals of the two States, new markets would be opened for the vast products of the growing population lying west, and upon the fertile shores of the great northern lakes. A choice of a market would thus be presented among the three principal Atlantic cities, yielding reciprocal advantages to the interior and seaboard. These advantages would be further extended by

the execution of the contemplated railroad from New York to Lake Erie, which, taking Elmira in its route, will traverse the southern range of the counties of New York, and open a new drain for the superabundant productions of that portion of the State.

So far as the defence of the inland frontier depends upon the rapid transfer of troops from the seaboard, the projected route is one of much importance. An examination of the leading features of the country will show that the first principal route, west of the Hudson, from the coast to the lakes, is by the valley of the Susquehanna; and that the movement of troops from any point south of the Delaware to that region, by striking the Erie canal at Montezuma, would very considerably reduce the distance and time required to reach the lake at Buffalo via New York and Albany. Thus, from Philadelphia to Montezuma, the point common to both routes, by the Hudson River and the Erie canal, the distance is four hundred and forty miles, whereas, by the Columbia Railroad and Pennsylvania Canal to Williamsport in connection with the proposed railroad, and thence from Elmira by the canals and Seneca Lake, it is but three hundred and fifty miles. As regards the waters of the Chesapeake, it is apparent that the comparison will prove still more favorable to the route by the Susquehanna, so soon as a means of rapid conveyance is afforded between Baltimore, or the head of the tide, and Columbia—connections already in contemplation.

These are some of the principal advantages which would be derived by the community at large by the successful prosecution of the Williamsport and Elmira Railroad. There are others which are of great importance to the country in the vicinage of the work itself. The mutual exchange of the salt and plaster of New York, for the iron and coal of Pennsylvania, forms of itself, no inconsiderable inducement for the proposed undertaking. It is estimated that four thousand barrels of salt annually find their way from Elmira, by the valley of the Lycoming to Williamsport, under the most discouraging conditions of transportation, and which, in consequence thereof, are sold at the latter place for more than twice their cost at Elmira. Two thousand tons of bar and pig iron are returned by the same channel, at the cost of \$18 the ton; making the enormous sum of \$36,000 paid annually for the transportation of this single article between the two places, and which would be conveyed upon a railroad at about a twelfth of that amount. It may, also, be fairly anticipated that lime would, likewise, become a fruitful source of

revenue, for the supply of the wide belt of country south of the productive quarries of the State of New York, and including the head branches of the Susquehanna, in which no limestone of good quality has yet been discovered.

The report proceeds to give the topographical details of the proposed route with estimates of its grades and facilities.

II.

AN ACT

Authorizing the Williamsport and Elmira Railroad Company to borrow money to complete their Road.

SECT. 1. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same,* That it shall be lawful for the stockholders of the Williamsport and Elmira Railroad Company, at any meeting summoned by the managers thereof, to authorize the president and managers to increase the capital stock of said company, to any amount not exceeding four hundred thousand dollars, whereupon the said president and managers may increase the said capital stock, accordingly, and sell and dispose of the new stock at their discretion, and issue certificates thereof in the usual form.

SECT. 2. It shall be lawful for the president and managers of the said company, from time to time, and at all times, to borrow such sums of money, and on such terms as they may deem expedient for the use of said company, and completion of said road, and to issue certificates of loan therefor, and pledge and mortgage all, or any part of the estates, tolls, railroad improvements, privileges, effects, and assets, whatsoever, of the said company, for the re-payment of said sums of money so borrowed, at such times as may be agreed on, for the punctual payment of interest for the same.

WM. HOPKINS,
Speaker of the House of Representatives.

CHARLES B. PENROSE,
Speaker of the Senate.

APPROVED—This twentieth day of June, A. D. eighteen hundred and thirty-nine.

DAVID R. PORTER.

III.

RESOLVED, By the Senate and the House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, That the collector of tolls on the Pennsylvania Canal, at Williamsport, shall keep a separate account of all the tolls collected at said office, for the transportation of passengers and tonnage descending, of all kinds, brought on the West Branch Canal and Susquehanna division, at that point, by way of the Williamsport and Elmira Railroad; and the state treasurer is hereby directed to pay to the treasurer of the Williamsport and Elmira Railroad Company, for the use of said company, at the end of each financial year, the aggregate amount of tolls derived as above mentioned; and the said amount of tolls shall be applied by the said company to aid in defraying the expenses incurred in constructing said road: Provided, That this act shall not take effect until one track of said road is completed the whole distance from Williamsport to Elmira, nor continue in force more than fifteen years: And provided further, That if at any time during the above period, the net proceeds of said road, after defraying all the necessary expenses for motive power and superintendence, shall exceed six per centum per annum upon the capital stock thereof, then and in such case the rights and privileges hereby granted shall cease and determine. That annually after the provisions of this act shall have gone into operation, the officers of the said company shall make out, under oath or affirmation, and transmit to the auditor general, a detailed statement of the receipts and expenditures on said road, designating the amount of tonnage and number of passengers brought on the canal at Williamsport, by means of said railroad, whether the same ascends or descends the canal from that point: and also designating what percentage the amount received from the state treasurer, under the provisions of this act, would be upon the capital stock of said company; and any failure or refusal on the part of said officers to furnish the aforesaid statements shall render the provisions of this act null and void; and it shall further be lawful, at any time, for a committee of the legislature, or either branch thereof, to examine the books and accounts of said company.

HENDRICK B. WRIGHT,
Speaker of the House of Representatives.
 B. CRISPIN,
Speaker of the Senate.

APPROVED—The fourteenth day of April, one thousand eight hundred and forty-three.

DAVID PORTER.

IV.

SECT. 3. That this act shall not take effect until the legislature of the State of New York shall authorize, if not already authorized by them, and the said New York and Erie Railroad Company shall consent to a connection with the Blossburg and Corning Railroad, at or near Corning; and also a connection with the Williamsport and Elmira Railroad, at or near the village of Elmira: *Provided*, That so far as relates to passengers or tonnage destined to or received from the State of Pennsylvania, said company shall so regulate their tolls and charges for motive power and transportation on said road, that they shall at no time be greater per passenger or per ton per mile on that part of their road west of Elmira, than may be charged per passenger or per ton for the same description of goods or merchandise transported over an equal distance of said road east of Elmira; and the said company shall so conduct and regulate the trade and travel on their road, whether it be with their own locomotives, cars, or other means of transportation used on said road, by their agents, contractors, or other persons, that a convenient opportunity shall be given at all points of intersection, for persons, or tonnage travelling or transported on the said road, or on such railroads or other improvements as may connect with said road to pass to or from such railroads or other improvements connecting with said road, so that equal facilities shall be given for passengers or things to pass from or to said connecting roads or other improvements, as shall be extended to passengers or things that are to be transported over the entire length or any portion of said road: *And provided*, *That the said New York and Erie Railroad Company shall so regulate their tolls, that the charge on anthracite and bituminous coal shall not exceed one and a half cents per ton per mile.*

SECT. 4. That full right and privileges are hereby reserved to the legislature of this commonwealth, to authorize any company or companies that are now, or may hereafter be incorporated, for the construction of any railroad or canal to connect with the said New York

and Erie Railroad, at any point or place within the State of Pennsylvania.

FINDLEY PATTERSON,
Speaker of the House of Representatives.

DANIEL L. SHERWOOD,
Speaker of the Senate.

APPROVED—The twenty-sixth day of March, one thousand eight hundred and forty-six.

FRS. R. SHUNK.

V.

SECT. 4. That the Williamsport and Elmira Railroad Company, for the purpose of completing their road, shall have authority to receive subscriptions to the capital stock of said company to the amount of five hundred thousand dollars, in addition to the amount authorized by existing laws, and to borrow on bonds secured by mortgage of the whole or any part of the road, and the corporate privileges thereunto belonging, upon such rates of interest as shall be agreed upon, such sums of money as shall be necessary to relay the track from Williamsport to Ralston, and to complete the road to its connection with the New York and Erie Railroad at or near Elmira, and such completion and connection with the railroad last mentioned at or near Elmira, shall be deemed a compliance with all the acts of Assembly relative to completing the said road to Elmira, as fully as if the said road were extended without such connection to the said village of Elmira.

JOHN S. McCALMOT,
Speaker of the House of Representatives.

V. BEST,
Speaker of the Senate.

APPROVED—This thirtieth day of April, Anno Domini, eighteen hundred and fifty.

WM. F. JOHNSTON.